



MX Trio Visits Yamaha



Yamaha's world championship MX trio, Hakan Andersson of Sweden, Jaak v. Velthoven of Belgium and Ake Jonsson of Sweden visited Japan late in January at the invitation of Yamaha.

Their visit attracted world-wide attention and interest at a time when the '74 season was drawing near.

The press interview was held on January 28 at the Hamamatsu Grand Hotel, with a large attendance of Japanese motorcycle journalists wishing to have every information as to Yamaha's sport plan for '74.

Reigning 250cc world champion Hakan Andersson was in high spirits for this year's title-defending battle.

"I will do my best to clinch the title again", said he in reply to brisk questions from journalists.

Velthoven and Jonsson, both 500cc title contenders who had ranked 3rd and 4th in the final 500cc standings the previous year, also expressed their firm confidence in this year's series.

Improved works machines

A test session for the works machines was given at the Hamakita Trail Land near the Hamakita Factory on the same day.

Ridden by those top class riders, the world-dominating Mono Cross suspension-equipped works machines proved much improved in performance and handling as well, though they looked almost the same as the '73 models. Japanese top class riders including Torao and Hideaki also experimented with those machines and were quite satisfied with results.

Besides, much to journalists' interest, the Mono Cross suspension-mounted production motocrosser YZ 250 was unveiled for open test run. That was the real replica of the world-GP winning works machine.



Special Interview

Yamaha Trio Expresses Confidence for '74



Apart from the general press interview held on Jan. 28 in Hamamatsu, the editorial staff of "Yamaha News" had special interview with the Yamaha MX trio on Feb. 1.

The interview was attended by several top class Japanese riders, too, including Hideaki and Torao, both national champions of Yamaha in Japan. Exchanging good wishes with each other, all had a very nice time together.

Questions and answers were summarized as follows:

- Q. How do you think of Yamaha Motor Company?
- A. (Andersson) Wonderful! Yamaha's technology is unsurpassed. I was lucky enough to have such a high performance works machine last year. Also, every race-bred technical feature is perfectly utilized in production models.
- Q. Could you tell us some definite advantages of the Yamaha-exclusive Mono-Cross suspension?
- A. (Andersson) Well, compared to any other suspension system, Yamaha's Mono Cross system enables a rider to negotiate every bump much faster and smoother. When I rode the Mono Cross suspension-equipped Yamaha at the Belgian GP last year, its amazingly reliable performance shocked all rivals. From then on, my victorious march was continued.
- Q. How about you, Velthoven?
- A. (Velthoven) I think Yamaha's Mono-Cross system is the ultimate in design and performance.
- Q. What is the most important thing for the further development of MX machines?
- A. (Jonsson) Many works machines of different brands are almost equal to each other in peak power. Also, due to ban on the use of special material such as titanium, efforts will focus on the improvement of overall handling. Thus, the improvement of suspension system will take a very important role in it for the time being. From this point of view, Yamaha is much more advantageous.
- Q. Tell us your strong rivals in this year's events?
- A. (Andersson) Very many rivals! Especially, Suzuki's Robert and Gebores would be threats to me. Also, some of Russian riders will prove themselves to be strong rivals.
- Q. Well, have you confidence in clinching the title for the second successive year?
- A. Yes, I hope.
- Q. Who will be the possible rivals for you, Jonsson?
- A. Very many, too. Especially, reigning champion R. De Coster of Suzuki. Also, West German Maico or Kawasaki riders would launch their powerful attack this year.
- Q. How do you think of Tora, your

team-mate, champion?

- A. A nice rider. Very promising, too. A little more running or practice would greatly improve his technique, I think.
- Q. Can you beat De Coster this year, Velthoven?
- A. (Velthoven) Maybe. But, he is the strongest rider. I must do my best.
- Q. Mr. Jonsson, you won the American title twice in the past. Why did you not take part in the '73 AMA series?
- A. (Jonsson) Because, I was too busy to take part in it last year.
- Q. We fear if the current oil crisis may badly affect the motor sport in the world. How do you think of this problem, Velthoven?
- A. (Velthoven) Well, so far as our country is concerned, the oil crisis will little affect the schedule of motorcycle sport this year.
- Q. How about your country, champion?
- A. The same thing can be said of my country, too. No major event will be dropped from the original schedule. Nothing would grow further worse, we hope.
- Q. How do you think of the Yamaha Motocross Land which is the Yamaha-original training ground for off-the-road riding techniques, Jonsson? Yamaha has now about 40 motocross land throughout Japan.
- A. (Jonsson) I think it is a very nice ground for training novice motocross riders. Yamaha's nation-wide motocross land program will broaden the base of this sport, I believe.
- Q. Motocross sport is very much popular in your country. Why, champion?
- A. (Andersson) The topographic features of our country have greatly accounted for the remarkable growth of this sport. I think. Many riders have attained an international fame in this field of sport.
- Q. How is Mr. Hallman getting along, Jonsson?
- A. (Jonsson) All right. He is an importer for Yamaha, now.
- A. (Andersson) He is one of the greatest riders Sweden has ever had.
- Q. And, you, too, champion.
- A. (Andersson) Thank you. I wish I could be.

Ed Schubitzke Clinches '74 Snowmobile Championship — North America



Ed Schubitzke piloting a Yamaha SRX machine won the SNO PRO II class of the Butte event, 12th round of the '74 Snowmobile Championship Series in North America. The series has 13 rounds in total, but Yamaha became the most successful make by scoring 7 wins in total already, with one more round to contest.

Schubitzke won four times, thereby making the greatest contributions to Yamaha's brilliant success. At the same time, he clinched the '74 championship. His team-mate Lynn Trapp won twice and privateer Garley Omans once.

Teaming with Lynn Trapp

The Yamaha team consisting of Schubitzke and Trapp launched its tough bid for the title even from the opening round of the series which took place on Dec. 9, '73 at Ironwood, Mich., U.S.A. Waynn won this race,

beating Polaris and Arctic racers of larger size. Also, Schubitzke convincingly won the 3rd round at Montreal on Dec. 30, to consolidate his early advantages over others.

Schubitzke did it again at Eagle River on Jan. 20. He took his Yamaha home first after a race-long battle with powerful rivals on Polaris or Arctic Cat machines. The next round at Alpena on Jan. 27 was Trapp's turn. He led the entire field from the start to the finish, closely followed by his team-mate Schubitzke. Eventually, a pair of Yamahas monopolized 1st and 2nd places. At the Syracuse event, 10th of the series on February 17, 21-year old Garley Omans driving his privately entered Yamaha scored a sensational win.

The 11th round was again contested at Eagle River. The 10 first finishers in the events held in the East, Central, West and Alaska zones took part in this race. Schubitzke, topping the title point table, won it, coming nearer the title with a total of 80 points. Schubitzke decided the '74 title battle by winning the 12th round at Butte on March 4, thus making his point lead unsurpassed.

Final results

1st.	Yamaha	Ed Schubitzke
2nd	Arctic Cat	D. Thompson
3rd	Polaris	D. Omdahl
4th	Polaris	L. Rugland
5th	Alouette	G. Villeneuve

Hamakita Trail Land to Shortly Open



Yamaha's nation-wide trail land program is smoothly going on. The program is designed to promote and expand the safe and pleasurable motorcycle sport throughout Japan.

About 40 trail lands are now available for those wishing to learn how to ride safely and enjoy the maximum pleasure of motorcycle sport.

The Hamakita Trail Land which is under construction near Yamaha's Hamakita Factory will be one of the best and the largest-scale ones.

Equipped with the trail, trials and cycling courses together with various auxiliary facilities, it is expected to greatly contribute to the further promotion of the program.

Total area:	122,800m ²
Outside course (for novice riders):	880m long, and 4-10m wide
Inside course (for experienced riders):	1,300m long, and 4-10m wide
Trials course:	
Cycling course	800m long, and 2-3m wide
Paddock & parking area:	20,000m ²
Building area:	221m ²

Yamaha Trail DT Series for '74 More Improved and Refined Overall

The world-renowned Yamaha trail series has just made a fresh debut on the market with some noteworthy technical improvements and refinements added thereto, thereby elevating the overall commodity value of the series.

As to the frame construction, particular efforts have been directed in obtaining better riding comfort on every type of terrain by adopting the new center-up muffler accompanied by the lower center of gravity and ample road clearance. Optimum relation between the amount of road clearance and the location of engine is ensured by Yamaha's rich and successful experience of motocross competitions both here and abroad.

This design method proves excellently advantageous in negotiating varied rough surface conditions riders have to encounter while trail riding, in direct combination with other important factors including the improved function of suspension units and well considered riding position.

As for the new DT series, all design factors have been perfectly satisfied at the same time, thus reinforcing the smooth power delivery of the Yamaha-exclusive 7-port "Torque Induction" engine.



Improved torque

A greater effort has been concentrated on the development of smoother torque characteristics over the low-to-medium rpm range in order to increase the effective power band of the "Torque Induction" system.

As for the DT 360 and DT 250 models, the induction mechanism has 6 reed valves instead of 4 for their predecessors, 3 each on the upper and lower sides, thereby ensuring higher, more dependable performance.

Also, carburetor setting and 7-port timing have been latered for obtaining higher intake efficiency which will in turn develop smoother output and torque characteristics at low rpm range.

A new mounting method for the cylinder and cylinder head has been adopted instead of the former single-unit construction by means of a crankcase stud. By this new method, the cylinder is mounted on the crankcase independently of the cylinder/cylinder head combination. Now, cylinder or stud distortion due to heat can be minimized, preventing power loss even when operating hard for long periods of time.

The largest model DT 360 features the spark advance-fitted C.D.I. system causing no chattering at high speeds and the decompressor working in linkage with the crank for preventing any disagreeable kicking-back.

The rear cushion of the Thermal Flow Shock design is adopted for the DT 360 and DT 250. The system has been already proven excellent with Yamaha's production motocrossers.

The highly efficient multiplane air cleaner, key-fitted fuel tank cap, helmet holder and kill switch are features in common to all models.

Slim, natural riding position

Along with the renewed frame design, the width of crankcase has been considerably narrowed, thus enabling a rider to take a more natural riding position for the sake of improved comfort on every type of terrain. The kick crank does not touch a rider's ankle and nothing prevents his upper body motion, which will directly lead to extra safety and higher maneuverability on bumpy off-the-road surfaces. Those factors will also prove advantageous while riding on normal roads, making a special appeal to the action-loving, novelty-conscious youth who wish to use their trail bikes for dual purpose riding.



World-wide Trend Gets Ripe for Experimental Safety Motorcycles; 1st International Conference Takes Place in Tokyo Early in Feb.



Extensive Study of Safety

It is recent, world-wide trend that the development of experimental safety motorcycles (E.S.M.) is becoming the matter of increased public concern. At this time, the 1st International E.S.M. Conference took place in Tokyo early in February under the joint sponsorship of the Ministry of Transportation and Ministry of International Trade and Industry of Japan, and the U.S. Department of Transportation.

The conference was attended by the representatives from both governments and from the four Japanese motorcycle manufacturers and also from Buellco of Spain, Triumph of Great Britain and Harley Davidson of the United States. The actual state of E.S.M. research and development was clarified by each representative, and every important point was discussed by all for the further progress and development of the E.S.M., and it was agreed that various up-to-date information should be exchanged with each other in order to establish the cooperative system and to avoid the overlap of research theme.

U.S. Representatives Visit Yamaha

Mr. Donald C. Bischoff and Mr. Lewis S. Buchanan, U.S. representatives to the said

conference, paid their visit to Yamaha Main Factory at Iwata on February 9. Their objectives were to inspect every aspect of Yamaha Motor, one of the leading motorcycle manufacturers in the world, and to have talks with top level executives concerned

with the project of the E.S.M. development. Brisk views were exchanged between them and the technical staff of Yamaha for the further promotion of the E.S.M. research and development with "safety first for riders" in mind. Then, it attracted their keenest attention that 4-wheeler drivers' failure to notice motorcycle riders accounted for a considerable number of traffic accidents.

Accordingly, it was unanimously agreed that the greatest efforts should focus on the improvement of "noticeability" for motorcycles. Also, how to avoid a danger after sensing was taken up as one of the most important problems. They discussed "braking performance" with special emphasis placed on interrelation between front and rear brakes.

Technical Center Iwata Deeply Impresses Them



Both officials, specialized in motorcycle safety education, looked deeply interested in the Technical Center Iwata, Yamaha's unique rider training institute. Riding a Yamaha RD350, Mr. Buchanan had a trial run on various courses of the Technical Center.

"It is very useful for training and educating novice motorcyclists", said he after a trial run, "If more facilities of this kind are established, traffic accidents involving motorcyclists will be remarkably reduced".

Technical Center Iwata Authorized as Public Rider's School



The Technical Center Iwata facing the building of Yamaha Main Office was recently authorized as a public rider's school by the Public Safety Commission of Shizuoka.

The Center has continued to win wider public recognition as a unique education institute for motorcyclists since it opened in April, 1973.

In the light of tremendous service and contribution as rendered by the Center for important rider education and reduction of traffic accidents involving motorcyclists, the Commission has taken the above measures. Thus, the Center has become the first public rider's school ever authorized by the Commission in Japan.

Those who have finished the course of the school, are to be exempted from the test of riding techniques in acquiring large bike licences.

Fisheries in Japan

Fisheries are one of the most important industries in this country



Japan is noted for her brisk fishery operations. Fisheries have long been one of the most important industries in this country. Surrounded by the sea in all directions, Japan has been abundant in marine products. Inland waters such as rivers, lakes, etc. have also offered nice fishing grounds for fishermen.

However, the method of fishing operations remained in an undeveloped state for rather a long period of time. In most of cases, fishermen had to use wooden, small-size row boats which set inevitable restrictions on their operations in work efficiency and safety alike, eventually leading to an unsatisfactory catch of fish in some cases.

It can be said that fisheries in Japan entered into an entirely-new stage during the past decade when outboard motors appeared in the scenes of fishing operations as a new force for fishermen.

Diversified fisheries

Coastal fisheries in Japan are diversified in method and scale. The lightweight outboard motors of Yamaha are fast expanding their utility areas for shallow sea and inland water fisheries around Japan along with an increasing number of outboard motor-favorite fishermen who are highly appreciating the exclusive advantages of power-boat fishing.

Less labour coupled with improved safety enables them to continue their operations on the water for a longer period of time, which will bring on a larger catch of fish than ever before.

Fuel consumption and other upkeep costs are amazingly low, as Yamaha has designed and engineered all models with maximum utility and convenience for users in mind.



Scallop catching

Fisheries around Japan are diversified in method and scale as mentioned above. Scallop catching is a kind of popular shallow-sea fishing operation.

Fishing grounds are 20 - 50m off the seashore 5 - 10m deep. The fishing season is a period from March through July.

The Bay of Hakodate, Hokkaido, Northern Japan is specially noted for abundant scallop.

Fishermen aboard power boats are busy dragging a net for catching scallop in large quantities.

Boats carry a bumper catch of scallop to the seashore and then go back to the fishing ground immediately after landing.

Reciprocating actions from the seashore to the fishing ground can be done very quickly and smoothly.

Fishermen unanimously agree that work efficiency and operation safety have been greatly improved since they began to use Yamaha-powered boats.



Increased overall utility

Yamaha outboard motors are fast expanding their utility not only for fisheries but for other practicable purposes.

Yamaha-powered boats are found nice means of transport on a lot of inland waters such as rivers, lakes, canals, etc. throughout Japan.



Hell net fishing

The Seto Inland Sea, Western Japan is well known for an interesting fishing operation called "hell net fishing"

A lot of cage-shaped nets are installed at the sea bottom 5 - 10m deep, and 500 - 1,000m off the seashore.

Small fish happen to come into those nets, and can never go out! The boats equipped with 8 - 20ps Yamaha outboard motors quickly run through floats indicating the locations of installed hell nets.

Every net is not pulled up without catching some small fish. Yamaha outboard motors prove a new, powerful task force for fishermen who wish to have a larger catch at less labour.

This fishing operation can be performed throughout a year.



Sea-weed culture

Edible sea-weed culture is also one of the most important fisheries around Japan.

The culture area is approx. 4km off the seashore, and the use of Yamaha-powered boats has appreciably shortened time needed for movement from the seashore to the culture area.

This operation is performed in winter, mainly for a period from October to March of the following year.

Yamaha outboard motors ranging in power from 12ps to 20ps are used for this operation in most of cases.

Grand Yamaha Pavillion at International Fair

Angola is one of the three largest markets for motorcycles in Africa. Yamaha is now enjoying the largest sales here in this country thanks to strenuous efforts by Yamaha distributors and dealers.

Auto-Avenida, S.A.R.L., distributors for Yamaha in this country lead sales promotion activities overall.

Here introduced are the scenes of Yamaha

pavillion at the International Trade Fair recently held in Luanda. Reflecting Yamaha's unsurpassed popularity, the pavillion attracted the largest number of spectators. Every arrangement was made by Auto-Avenida. In an effort to further expand the market, Yamaha intends to start local production by CKD system form late this year.



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Champion's dynamic dash

Here pictured is a scene of close-fought race of the Australian 500cc Moto Cross Championship. Trevor Flood on a Yamaha (No. 51) showed his dynamic ride, rounding up the field on his way to victory.

His success in the championship event greatly contributed to the brand image of Yamaha in this part of the world.



Yamaha Riders Dominate SM Championships

Snowmobile fans are fast increasing in number in Japan. The Motorcycling Federation of Japan (M.F.J.) annually organizes the national championship series consisting of three rounds just to meet always-growing enthusiasm to sporty snowmobiling. This year, two rounds were already competed and Yamaha riders proved most successful each time.



Attractive AD Board

In an attempt to make the brand image of Yamaha more impressive, Ganamet Freres, distributors for Yamaha in Cote d'Ivoire established an attractive AD board for Yamaha products at the main stand of the Olympic stadium.

Positioned at a very nice place and designed smartly, the board will have tremendous P effects upon a lot of spectators, which will in turn help them expand the market for Yamaha products.



M'Chich Wins 1st Race-Morocco

Riding a Yamaha MX 250, M'Chich won the opening race of the '74 national Moto-cross series. Yamaha-favourite M'Chich led the entire field from the start to the finish at this big event attracting a lot of spectators. He is expected to win many other races this year, too.

Racing successes coupled with strenuous sales promotional efforts by Mifa, distributors for Yamaha in this country with the head office located in Casablanca, will further expand the market for Yamaha motorcycles.

